THE

Trade & Fiſhing

OF

GREAT-BRITAIN

DISPLAYED:

With a Deſcription of the Iſlands of

ORKNEY *and* SHOTLAND.

BY

Captain JOHN SMITH.

LONDON,

Printed by *William Godbid*, and are to be ſold by *Nathaniel Webb*, at the Sign of the *Royal-Oake* in St *Paul's* Church-yard. 1661.

THE

Trade & Fishing

OF

GREAT-BRITAIN

DISPLAYED:

With a Description of the Islands of

ORKNEY and SHOTLAND.

BY

Captain JOHN SMITH.

LONDON,

Printed by William Godbid, and are to be sold
by Nathaniel Webb, at the Sign of the Royal Oaks.

To His Sacred MAJESTY,

CHARLES

By the Grace of GOD,

Of *Great-Britain, France*, and *Ireland*

KING,

Defender of the Faith, &c.

May it please Your Most Excellent *Majesty*,

Encouraged by the Proclamation Your Majesty was graciously pleased to put forth some Months since, concerning the Fishing-Trade, and having gained some little Experience in that Particular, during my stay upon the Coasts of Shotland: *I presume humbly to offer to Your Sacred Majesty the following Discourse, being a short Description of That, and the Ad-*

joyning Islands; the Conveniency of the Place, what course the Dutch *have continually taken, in order to their carrying on that great Business; their Infinite Gain thereupon, and by what means the Industry of the* English *may render all their Trade there inconsiderable. Beseeching Your Majesty's Gracious Acceptance of this small Endeavour, from one of the Meanest, yet amongst the Faithfullest of*

YOUR MAJESTY'S

Subjects,

JOHN SMITH.

Captain John Smith, *late of* London, *Merchant, his Obſervations of the Iſlands of* Orkney *and* Shotland, *with the manner of the* Hollanders *Fiſhing in the North or Narrow Seas, on thoſe Coaſts, and the Coaſt of* England *and* Scotland: *Which doth truly and lively ſet forth the great benefit that the Fiſhing Employments will produce.*

IN the year 1633. being then an Apprentice to Mr. *Matthew Cradock* of *London* Merchant, one of the Society for the Fiſhing-Trade of Great *Britain*, was ſent to Sea by the right Honorable, the Earl of *Pembrook* and *Montgomery*, and his Aſſociates, for the diſcovery of the Iſland of *Shotland*, the manner and way of Trading, the Profits and Cuſtoms thereof, the ſetting a Staple, building of Store-houſes, the viewing the ground on ſhore for landing and drying of Nets, making and drying of Fiſh, and the building of Block-houſes for the ſecurity of Trade; The manner of the *Hollanders* fiſhing for Herring with Buſſes, and other Veſſels for Ling and Cod, according to the Journal kept thereof, is as followeth.

We ſet ſail from *Graveſend* the 27*th.* of *April*, 1633. and having Letters from the Earl of *Pembrook* to Mr. *William Dicks* of *Edinburgh* in *Scotland*, we directed our courſe towards *Scotland*; but by reaſon of foul weather was forced into *Harwich*, and ſet ſail from thence the 30*th. Ditto*; the wind not favouring us we came to an Anchor in *Yarmouth-road*, and there going on ſhore was informed, that the *Hollanders* Buſſes did drive at Sea for Herrings on that Coaſt, and that from the *Holms* before *Yarmouth* to *Bookneſs* in *Scotland*, North North-Eaſt is 96 Leagues, and from *Bookneſs* to the South end of *Shotland* North and By-Eaſt about 53 Leagues. The fifth of *May* we ſet ſail from *Yarmouth*, and by ſtreſs of wind was forced into *Scarbrough*, and there

there going on ſhore was informed of the *Hollanders* Buſſes fiſhing on that Coaſt, and that from *Scarbrough* Northward towards *Catneſs*, in 45 Fathom or thereabouts, in that fair way is uſually the firſt Summer Herrings caught. From *Scarbrough* we ſet ſail and came to an Anchor before *Leith* in *Scotland* the 13*th*. *Ditto*, where going on ſhore, and from thence to *Edinburgh*, delivered my Letters to Mr. *William Dicks*, who was at that time Governor of the Iſland of *Shotland*, and did receive the Revenue of thoſe Iſlands.

Having received my Inſtructions and Letters from Mr. *William Dicks* directed to Mr. *James Scot*, who lived at that time in the North parts of the Iſlands of *Shotland*, and was Agent or Deputy to the ſaid *William Dicks*.

We ſet ſail from *Leith*, and came to an Anchor at *Caſten* in the Iſlands of *Orkney*, the 22 *Ditto*: And becauſe theſe Iſlands are very conſiderable as to the Fiſhing Trade, I cannot paſs them by without a brief deſcription thereof, which is as followeth.

The Iſlands of *Orkney* are 31, and lye from the North and North-Eaſt Point of *Scotland*; the firſt and Southermoſt Iſland is called *Elhey*, but the greateſt and chiefeſt Iſland of *Orkney* is called *Maland*, which lyeth Southermoſt from the Point of *Catneſs*; on the North ſide of this great Iſland are the Havens, where the Ships come to that Trade in thoſe parts, and to the Iſland called *Lewis*, and the Iſlands thereabouts.

The *Lewis* Iſlands are the Iſlands on the Weſt of *Scotland*, and thoſe Seas, being alſo very conſiderable as to the Fiſhing Trade, I make bold to give account thereof as followeth.

Theſe Iſlands lying Weſtward from *Scotland*, and to the Northward of *Ireland*, are in number 34.

There are four great Iſlands that lie near the main Land, but the greateſt and chiefeſt Iſland is called *Lewis*, which lyeth Northward from the foreſaid Iſlands; but the Northermoſt of all the Iſlands which lyeth towards the *Orkanes*, about ſixteen Leagues from *Lewis*, is called *Rova*; betwixt *Rova* and *Orkney* lye ſome ſmall Iſlands. The Iſland *Lewis* lyeth from *Shotland* South-Weſt or more Weſterly about 58 Leagues; and from the South end of *Lewis* to the North-Weſt of *Ireland* is 27 Leagues: In and between theſe Iſlands are many very good Sounds and Havens for Ships. *Lewis* with the Iſlands belonging to it lye South and By-Weſt and South South-weſt about 29 Leagues.

I ſhall farther add to my boldneſs, and give You an account of the Iſlands of *Fero*.

Theſe Iſlands lie Northward from the *Lewis* Iſlands about 54 Leagues, and from *Shotland* Weſterly about 58 Leagues, and are in number 22. The Sounds and Havens are many.

The Southermoſt great Iſland is called *Sudro*: on the North ſide of this Iſland are ſeveral good Sounds and Havens; but the beſt and chiefeſt of all the Havens, and where all the Trade and Merchandiſe is, is called *Tor-Haven*, which lyeth on the great Iſland *Strone*. But theſe Iſlands being out of my Road, I ſhall return to my former Diſcourſe on the Coaſt of *Orkney* and *Shotland*.

The South part of *Shotland* lyeth about 20 Leagues Northward from the Iſland called *Maland*; but between the Iſlands of *Orkney* and *Shotland* lie two Iſlands, the one called *Fair-hill*, and the other called *Fulo*; theſe two Iſlands lye about 10 Leagues one from the other, *Fulo* lyeth North North-Eaſt from *Fair-hill*.

The Iſland *Fair-hill* lieth from the Noth-Eaſt point of *Orkney* about 9 Leagues, and the Southermoſt point of *Shotland* lyeth from *Fair-hill* North and By-Eaſt about 8 Leagues, and from *Fulo* Eaſt and By-South about four Leagues.

Being informed of the manner of the *Hollanders* Fiſhing for Herring, Ling, and Cod, with Buſſes and Doger-Boats, in thoſe Seas, and the Inhabitants of the Iſlands manner and way of Fiſhing, we ſet ſail from *Caſten*, and came to an Anchor by *Sunbrough-head*, being the South part of *Shotland*, the third of *June*, and going a ſhore, ſpake with the Good-man of *Quandale*, one of the chief of thoſe parts; the ſaid Gentleman with other of the Inhabitants did inform me of their manner of Trading with the *Hamburgers* and others; and of the *Hollanders* Fiſhing for Herring on that Coaſt, alſo of their Doger-boats that fiſh onely for Ling and Cod.

After I had received Information from the Inhabitants of the ſeveral Iſlands, and the manner of Fiſhing and Trading there, we ſet ſail from thence and came to an Anchor in *Bracey-Sound*, otherwiſe called *Broad-Sound*, a very gallant Harbour, where many Ships may lie Land-lockt for all Winds.

Having informed my ſelf by the Inhabitants of thoſe parts of the manner of their Trading and Fiſhing, and the *Hollanders* fiſhing for Herrings driving on that Coaſt, we ſet ſail from thence, and came to an Anchor in *Every-Sound*, the Northermoſt Sound in *Shotland* on the 12 *Ditto*, and there going on ſhore, I continued

about

about 11 or 12 Months, and in that time travelling the greatest part of the Island by Sea and Land, did thereby better inform my self concerning the manner of Trading and Fishing by the Inhabitants, and the *Hollanders* at Sea.

The Land of *Shetland* lyeth North and By-East, and South or South and West about 60 Miles. But their many Islands belonging to *Shetland*, which I shall have occasion to mention hereafter. That which is most considerable are the Sounds and Harbours. On the West side of the Southward Point of *Shetland*, there is a good Harbour and Sound, called St. *Magnus*, and on the East side near *Sunbrough-head* is a fair Sand-Bay, where there is good Anchoring in ten or twelve Fathom; to the Northward of this last Sound there is another Sound called *Hambrough-Haven*, which is a lade-place for the *Hamburgers* and *Scots*. About 9 or 10 Leagues from the Southward point of *Shetland* there is a Chanel that runneth through the Land, the South part of the Land divided by the Chanel is called *Swanberg*, the other part so divided, or the North part, is called *Laxford*; within this Chanel aforesaid are several Sounds or Harbours, but the best and chiefest Sound in *Shetland* is *Brace-Sound*, or *Broad-Sound*, as before mentioned; out of this Sound the aforesaid Channel doth run Northward.

On the North part of *Swanberg* lieth the high hill of *Hanglix*; from the said *Hanglix* about 9 Leagues Northward, lie some out-Rocks, called the *Stars*; to the Northward of the *Stars* there is a very good Harbour, called *Blooms Sound*; to the Northward of this last Sound is another good Haven, called *Hue-Sound*, being the Northernmost or North-East Sound or Haven belonging to the Island, called *Ounst*.

There are other Havens or Sounds which lyeth through the Land, between and about that part of *Shetland* called *Laxford*, and the Island called *Fello*. There are also other Islands and Sounds, which for brevitie sake I forbear to mention.

The Merchants which Trade with the Inhabitants of *Shetland* are *Hamburgers*, *Bremers*, *Luberghers*, *Scots* and *English*.

The chief Inhabitants of the Islands are *Scots*, the meaner or inferior sort are a mixed people of *Danes* and *Scots*.

The Islands of *Shetland*, as I have been informed, were given to King *James* of blessed memory, by the King of *Denmark*, with Queen *Ann*, being part of her Dowry.

The Commodities of *Shetland* which the Inhabitants do for the most

moſt part Trade withal is Ling and Cod, which they take with Hooks and Lines in ſmall Boats, called *Yalls*, about the bigneſs of *Graveſend* Oars; the Ling they ſell for 3*d.* a piece, being a Ling of the largeſt ſize, and is called a *Gild Ling*; if ſmaller, then we have two for one, or three for two, and ſo proportionable. The Cod is ſold for 2*d.* the *Gild Cod*, and is meaſured as the Ling. I bought of Fiſher-men, the Inhabitants of the Iſland called *Ounſt*, 11655 *Gild Ling*, and 834 *Gild Cod*, at 3*d.* the *Gild Ling*, and 2*d.* the *Gild Cod*; which Ling and Cod were taken by the ſaid Fiſhermen at ſeveral times in their ſmall Boats, and brought to my Booth, or place of abode every morning as they were caught; the ſaid Ling and Cod being very good and Merchantable, were ſalted aboard the Ship that landed me, and within ſeven weeks after my landing, I ſent her for *London* with the ſaid Fiſh to the Right Honorable the Earl of *Pembrook*, as by my Books of Account, delivered into his hands, and left with him, may appear.

There is alſo other ſmall Fiſh which the Inhabitants do catch with Angles ſitting on the Rocks, and in their ſmall Boats with Hooks and Lines in the Sounds, and between the Iſlands; and theſe ſmall fiſh are very conſiderable, for although they cannot ſpend them by reaſon of the multitude they take, and have not induſtry to make uſe of them for Tranſportation, yet the Livers they preſerve, and with the Livers of the Ling and Cod, make Train-Oyle; but if it were improved, as taking them with Nets, the Train-Oyle, I ſay, would amount to a conſiderable ſum. And if this increaſe of Trade were carried through the whole Iſlands, it would be a great encouragement to all Merchants Trading into thoſe parts.

There were ſeveral other Merchants in the Iſland where I did inhabit, that bought Ling and Cod of the Fiſhermen, ſo that the quantity which I ſent for *England* was not above the fifth part taken in that Iſland: with which the whole quantity of fiſh that was bought by other Merchants throughout the whole Iſlands of *Shotland* being added together, would amount to a very conſiderable Sum or Quantity, to the lading of many Veſſels, which might be much more improved, and encreaſe Trading thereby, furniſhing the Inhabitants with Mony and Commodities.

In the Iſlands of *Shotland* there were Beeves and ſheep ſold at a very reaſonable rate; I bought for my own uſe, and the Victualing the Ship ſent to *London*, three Oxen for 3 *l.* and at an other time

four Oxen for 5 *l.* which were fat, and about the bigneſs of the ſmall ſort of Cattel we have in *England*: There were alſo fat Sheep ſold for 2*s.* and 2*s.* 6*d.* *per Sheep*; there were alſo other Creatures for food, as Conies and Fowl. But deſiring not to multiply words, I forbear to mention them.

The Fuel or Firing in *Shetland* is Peat and Turf.

There may be Salt-Pans ſet up there, and good Salt made to ſerve all the Fiſhing Fleet. There are very good Shores for landing and drying of Nets, and making and drying Fiſh.

There is no Night in the North of *Shetland* part of two months in the year, as *June* and *July*. In an Iſland North of *Ounſt*, being not inhabited, but ſtockt with wild Cows and Conies, I did kill with my Birding-piece ten couple of Conies in one night, ſhooting from a little before Sun-ſet to Sun-riſing, and it was as light as a cloudy Winter-day.

I do not remember any Froſt or Snow in *Shetland*; if any, it was not of long continuance; the coldeſt weather is by reaſon of great Winds in the Winter-quarter, the wind blowing ſo violent, that no Ship dare look on the North-Coaſt; ſo that the people of thoſe Iſlands have little commerce with other Nations in that Quarter. I can ſpeak by experience, being blown down flat to the ground by the violence of the wind, was forced to creep on my hands and knees to the next wall, and going by the wall got into an houſe, or elſe muſt have ſtayed by the wall till the violence of the Wind were over. Sometimes it laſteth half a day, and ſometimes more.

There are ſeveral Towns in *Shetland*, ſo called, being about eight or ten houſes together, where they plow and ſow corn, as Oates, which is their chiefeſt Bread; and if my memory do not much deceive me, there was good Barley growing in my time. But the Land might be much improved if the inhabitants were induſtrious; they are like unto the idle *Iriſh*, not improving any thing either by Sea or Land, ſpending that in the Winter which they get in Summer; although their Winter might be very profitable unto them, if they were laborious and induſtrious, as the *Hollanders* are.

The Goods and Commodities that are vendible in *Shetland* are Hooks and Lines for the taking of Ling and Cod, Nets for the taking of Herring, Strong-Beer, Biſket, Wheaten Meal, Salt, Peaſe, Fruits of all ſorts, Strong-Water, Monmouth-Caps, and many other particulars, which is not needful at this time to mention.

The Inhabitants of the Iſland of *Ounſt* uſually have a Bark that they

they Trade with to *Norway*, where they may buy Timber for Houſes ready framed, alſo Deal-Boards, Tar, Ships, Barks, and Boats of all ſorts, and other neceſſaries for their uſe.

With their ſmall Fiſhing-Boats, called *Yalls*, they will Row into the Main about two or three Leagues, more or leſs, where the Banks are that they lay their Hook and Lines for Ling and Cod; in one of theſe Boats Rowing with two men, and ſometimes four, according to the largeneſs of the Boat, they do uſually bring to Shore every morning that they go to Sea, about fifty or ſixty Ling and Cod.

There are many Barrels of Herrings taken by the Inhabitants, with their ſmall Boats, in the Sounds, and at Sea not far from Land, which are the gleanings of the *Hollanders* Buſſes; for the Buſſes driving at Sea, break the Skull or Shole of Herrings, and then the Herrings flee near the Shore, and through the Sounds, where theſe ſmall Boats, with thoſe Nets they have, take them. But if they had better Tackling and Boats, they might take five hundred Barrels for one, which would much enrich the Iſlands, and by encreaſing of Trade would augment his Majeſty's Revenue.

I was an eye-witneſs of the *Hollanders* Buſſes Fiſhing for Herring on the coaſt of *Shotland*, not far from *Ounſt*, one of the Northermoſt Iſlands; demanding the number of them, was informed by ſeveral perſons of quality, that the Fleet conſiſted of 1500 Sail, and that there were above 20 Wafters, as they call'd them, which were Ships carrying about 30 Guns a piece, being the Convoys of the Fleet of Buſſes; which ſaid Buſſes were of the burden of about 80 Tun.

There were alſo a ſmall Fleet of Dogger-boats, which were of the burden of 60 Tun and upward, which did fiſh onely with Hooks and Lines for Ling and Cod. Many of theſe Boats and Buſſes came into ſeveral Havens or Sounds, to fit and trim themſelves. One thing was obſervable, that within eight or ten days after the Dogger-Boats went to Sea, they came into the Sound again ſo full laden as they could ſwim. The certain number of Dogger-Boats I could not learn, but the general report was about 400.

The Compoſition of the *Hollanders*, as I was informed after my comming into *England*, was an Annual Rent of 100000 *l.* and 100000 *l.* in hand; and never having been paid or brought into the Exchequer, as I could hear of, there is in Arrearages above 2500000 *l.* an acceptable ſum, and which would come very hap-

pily for the preſent occaſions of his Majeſty.

As for the charges in Building, Rigging, and ſetting forth the Buſſes to Sea, with Nets and other Materials for the Fiſhing, as alſo Dogger-Boats for Ling and Cod, I refer to ſeveral Books in Print, as, *The Royal Herring-Buſs Fiſhing*; and, *A Narrative of the Royal Fiſhing*, both ſet forth by Mr. *Simon Smith*, who is well experienced in thoſe affairs.

If God would pleaſe to put it into the heart of our Gracious King and his Subjects to ſet out ſuch a Fleet of Buſſes, as before mentioned, for the Fiſhing-Trade, being in our own Seas, and on our own ground; and that the *Hollanders* and all Strangers may be diſcharged from Fiſhing in thoſe Seas, and the *Hamburgers*, *Bremers*, and *Lubeckers*, and all Strangers, from Trading in the Iſlands of *Orkney* and *Shotland*, and that onely the Subjects of the three Kingdoms may have the Trading and Fiſhing, it would make our King one of the greateſt Monarchs in the world, for Riches and Glory; and the Three Kingdoms the happieſt people in Chriſtendom, and there would not be one wanting Bread; but the hearts of the Subjects would be lifted up with praiſes to God and our King.

For it is well known, that Trading is the life of all the habitable world, and therefore much more of theſe Three Kingdoms, which are but Iſlands, and ſo populous, that we are ready to devour one the other; and if Trading be not encreaſed and maintained amongſt us, we ſhall in a ſhort time be the moſt deſpicable People in the world, and the deriſion of all Nations.

Having in thirty years Experience in Travelling *England*, *Scotland*, and *Ireland*, and other parts, obſerved, That without Trading no Nation can ſubſiſt, which I humbly conceive I ſhall be able to make good againſt all oppoſers thereof, which are enemies to your Sacred Majeſty, and theſe three Kingdoms: And that if there be not an increaſe of Trade powerfully carried on, we are an undone People, as I ſhall make more fully appear by my enſuing Diſcourſe.

Now it is well known to all, who are not quite ignorant of the courſe of Trade and Merchandiſe, that the Traffick of *Europe* hath been engroſſed into the hands, and carried on all along by the *Venetians*, *Genoeſe*, *Portugalls*, *Eaſterlings*, *Hollanders*, and *Engliſh*; all which I ſhall briefly run through, and ſhew how the failer and decay of One, was the original riſe to Another, till the whole

whole at preſent is divided between the *Hollanders* and us. I ſhall begin with *Venice*. That City therefore and *Genoa* at firſt, two pretty equal Common-wealths, by reaſon of that mutual advantage they had one of another, and community of Trade to the ſame places, were counter-ballances one to another; in one thing the *Venetians* than the *Genoeſe*, in another the *Genoeſe* than the *Venetians*, being better ſupplied; for if the *Venetians* had better Shipping, the *Genoeſe* had richer Merchants, and a greater Bank, and ſo they continued: Till *Venice* diſdaining to be confin'd in ſo narrow limits, as was the compaſs of its City, encreaſed its Dominion, and adding to its Power greater Induſtry, utterly undid the *Genoeſe*, underſold them in their beſt Commodities, and ſo wore them out; which they could well do, being better in this continuance of time provided, as to Men, Mony, and all manner of Proviſions.

Hence they made themſelves Lords of all the Trade of the *Levant*, comprehending in it *Turkey*, part of *Africk*, and *Italy*: and by multitude of Ships of their own, tranſported the Commodities of thoſe Countries into *France*, *England*, and the *Netherlands*. They made their way alſo into the *Indies*, and all over *Perſia* by their Caravans, and by *Egypt* and *Aleppo* returned thence all kind of Silks and Spices, and ſold them at their own Rates, where ever they found the beſt vent, and ſo they continued to do at exceſſive Rates, though not without extraordinary Gains, by reaſon of the difficulty of conveyance; till the *Portingals* diſcovered the paſſage to the *Indies* by the *Cape of good Hope*, receiving in Exchange for the Commodities ſo Bartered, the Staple Commodities of all the Countries they Traded to; Here in *England* they had for them Cloth, Tin, Lead, &c. and with which we our ſelves, by our own Shipping, cheaper, and with greater gain, might have ſupplyed *Italy*, *Turky*, and the greateſt part of *Africk*.

Hence alſo that State, at firſt confined to a few ſcattered Iſlands, on which by degrees they built their City, whither before they onely fled for ſecurity, came to encreaſe and grow to that heighth in which now it is, nay greater in all probability; for by the decaying of Trade, their Power and Dominion hath ſenſibly decayed. By the greatneſs of their Trade they enlarged their Juriſdiction, both upon the *Levant* Seas, and very high into the Main Land, in *Lombardy*, *Gracia*, on the Dukedom of *Milan*; conquered and purchaſed many conſiderable Iſlands in the *Mediterranean*, as *Candy*,

Candy, *Zant*, *Cyprus*, and other places which lay convenient, both for ſtrength and ſecurity of the Trade and Navigation of that Republick.

It would be tedious for me to recount how many Colonies they have diſperſed over the world, and that fear and jealouſie other Kings and Emperors have had of its growing ſtrength; how that City was thought to have a deſign upon the Soveraignty of *Italy*, and the many combinations to prevent. And all this to have compaſſed from ſo ſmall a beginning, onely by the extent of its Trade, as its neighbour *Rome* enjoyed it by ſtrength of Arms.

After the *Venetians* and *Genoeſe*, the *Eaſterlings* or *Hance-Towns* were Maſter of the Trade and Commodities tranſported from *Moſcovy*, *Poland*, *Germany*, *Sweden*, *Pruſſia*, *Denmark*, &c. and with them, by their abundance of Shipping, ſerved *England*, *France*, *Spain*, and the *Low-Countries*. And that in regard of that continual need we had of the Commodities of thoſe parts or people, as Hemp, all manner of Cordage, Sope-Aſhes, Flax, Pitch, Tar, Maſts, Corn, &c. They received in return from us our Staple Commodities, which by their own Ships, at their own Rates, they conveyed all over *Europe*, when we for want of Shipping could not: but did ſee their exceſſive gains, and yet were forced to be content. Even here in *England* they had very great privileges, mighty indulgencies; and out of that neceſſity we thought we had of them, finding by them the ſpeedieſt vent for our Commodities, we embraced them into our boſom, ſo that by degrees they began to be very potent upon the Northern Seas, and upon every occaſion were ready to turn our enemies, the moſt dangerous, becauſe, as it were, within our own bowels: Hence taking advantage, in their Shipping the *Saxons*, *Danes*, and *Normans* invaded *England*; and the *Hance-Towns* were grown formidable both to *Italy* and *France*. But as their Trading decayed, ſo did alſo their Strength, and their Shipping being waſted, they have undergone the ſame neceſſity that others, once famous Cities of Mart, have done, and have utterly loſt all their power and ſtrength by Sea.

The *Portingals* diſcovering the way to the *Indies* by the *Cape of good Hope*, quickly became Engroſſers of the whole Trade thither, and by the ſame ſtratagem and device undermined at once the the *Venetian* and all the *Hance-Towns*, whereupon encreaſing with the ſtrength of *Spain*, they made themſelves the terror of all round about them, and a very rich Nation and People within it ſelf.

This

This was the first rise of the *Portingals*, who lying so commodiously for Navigation, and a no less industrious than a very cautelous people in the management of their affairs, proceeded so far, that Queen *Elizabeth* of blessed memory jealous of them, fearing left *Spain* should joyn with them, and of their future greatness, continually encreasing by reason of its Traffick into the *East* and *West-Indies*, for the security of her self, and safety of all her good Subjects, endeavoured to make her self equal in strength, and counterpoise them, if possible, by the enlargement of the Trade of *Great-Britain*, and this she prosecuted with so much vigour, and so successfully, that in a little space *England* had as great a Trade and Power by Sea, as either the King of *Spain*, or any Principality of *Europe*.

But before her time, in the Reign of King *Edward* the *6th*. our own Merchants discovered the Trade into *Moscovy* by the way of *St. Nicholas*, ever since which time, in our own Shipping we have thence transported home all the Commodities of that large and vast Country, formerly brought in by the *Hance-Towns*, their Agents and Merchants.

And whereas a great part of those same Commodities, as *Cavear*, *Tallow*, *Hydes*, *&c.* are not vendible in *England*, and being Bought, must be again Sold or Exchanged, Need and Use hath found a better Vent for them in *Italy*, and other parts of the *Levant*, whereupon first began our Trade there; a Trade, which though it at first appeared very small and inconsiderable, increased in a few years to that heighth of Improvement, that within 90 or 100 years, we have worn the *Venetians* out of all that mighty Trade they carried from those parts, or in *Turky*, and all over Christendom.

So that by this you easily see how Trade hath flourished and decayed in *Genoa*, *Venice*, the *Hance-Towns*, and *Portingal*, the whole being now fallen betwixt Us and the *Hollander*, either striving who shall use means most effectual for advancing the general Trade of its Country; and though the *Hollanders* hath by Art and Industry better improved his Interest, yet that wherein his Interest most lies may obviously appear, and wherein, in that very particular, we may, if we please, go before them, I shall thus endeavour to demonstrate.

The *Hollanders* have not at present, neither ever had any other means to rise to this greatness of Wealth and Trade, but by betaking themselves to Fishing, being a People of constant Labour, and

and unwearied Industry; a multitude in a Spot of Land, which doth not afford them any Commodities sufficient to be the ground even of a mean Trade.

They first begun, and all along have drove this Trade of Fishing, being their Original of all Trade, upon our Coast, and the Coast of *Scotland*, on which they employ thousands of poor people, besides others of a better Rank, making some Mariners and Fishermen, others they keep at work about the making and mending of Nets; others they employ as Merchants about the Transportation or Exchanging of their Fish for other Commodities. So that in all *Holland* you shall scarce see one Beggar, there being so many thousand things, or particular Trades, or Imployments belonging to the Fishing-Trade, out of which they may find a Livelyhood.

They employ also hereby great store of Ships, and in the industrious management hereof, make us in *England* at what rate they please buy our own Fish.

The great quantity of Herring every year they take, they transport to *Dantzick*, *Melvin*, *Quinbrough*, *Leghorn*, and other parts; and with the Returns they make of them, buy Corn, Hemp, Flax, Pitch, Tar, Clap-boards, and other Commodities; and in *Holland* store them up into a Magazin, whence they again disperse them into *Italy*, *France*, *Spain*, yea *England*, and all over *Europe*.

Fish, and the Fishing-Trade being the onely Stock upon which they continually live and spend, putting off most there where they find the best Rates; and this hath encreased their Shipping and Wealth, that now they have lengthned their power all over the World, and in most Countries have a considerable Stock. And this growing and encreasing of their hath been within the space of 70 or 80 years, and yet they are not come to their heighth, for every day they glory in some new addition to their Sway. And if care be not taken of this their growth, they will within few years not onely be Master of our Seas but of our Trades too.

His Majesty hath been graciously pleased to take this into his Princely consideration, and if it be seconded with the prudent management of those Commissioners he hath already imployed in the carrying it on, I dare be bold to say the *Hollanders* are at their Meridian.

For first of all, *England* is not inferior to the *Netherlands*, nay, we are before them in all the Advantages both of Art and Nature.

The

The ſcituation of our Country is ſuch, that for the convenience of all kind of Marts the world hath not the like, and being ſeated between the North and South, ſo that it is fix'd, as it were, by Art and Nature, the fitteſt Staple for both Northern and Southern Commodities.

Secondly, our Ports and Harbours are fairer and ſafer, having good Anchoring, and more in number throughout the three Kingdoms, than any Country in Chriſtendom can boaſt of.

And then thirdly, which exceedeth, we have valuable Commodities, as to the quantity and quality of them, ſuch as are the inriching of all thoſe that trade with them.

So that if we are not our own Enemies, and will but be a little induſtrious, one quarter of that will ſerve and be enough in *England*, which is but neceſſary and ſcarce ſufficient in *Holland*; adding thereto providence for the employing our own Shipping, and not any Forreigners, we ſhall within few years have the greateſt power at Sea, and make our ſelves Maſter of all Trades; and the *Hollanders* a ſervant to that Wealth and Power, of which at preſent he is the ſole Maſter.

But for the quicker advancement of ſo great and noble a work, there is neceſſary to be a Protection and Favour of his Majeſty to all manner of Trades, ſo that they be not carried on by Strangers, and acted by them, as at preſent it is in and about the City of *London*, there being thouſands of them up and down the Suburbs, *French*, and *Dutch*, and others, who live as it were upon the ruines of the poor free-born Citizens, vending any unmerchantable ware, and at lower Rates than any other honeſt Tradeſman can. And this I humbly conceive is the reaſon why Trading hath been ſo bad and dead in this great City for theſe late years.

But the prudence of his Majeſty is ſuch, and under his proſperous Reign all things ſo readily begin to run in their old Chanel, that we doubt not but in a little time Trading and Merchandize will do ſo too, and not be any longer the burden of the Land for the lack of it, but of the Sea in bringing it hither.

After men comes mony, and without this ſure Foundation, we ſhall never be able to make any Superſtructure to ſtand.

There muſt be a Stock of Shipping, Mony, and Commodities; for Commodities in Traffick will bring in more Mony, and Mony commands all Commodities, and to attempt this without both, or at leaſt one of theſe two, is like a Soldier going to Battel without

his Offensive and Defensive Weapons; with the one we offend all our Enemies, the Engrossers of our Trade: and with the other we defend our selves against their most powerful assaults.

In antient times, Merchants and Tradesmen were very careful to provide and lay up a Stock of Mony for the building of Ships, and buying of Commodities to Trade with. But in these latter years, as within 40 or 50 years, they have disbursed much mony in purchasing Land, and building stately Houses, minding pleasure more then profit, and have neglected Trade, to the undoing of many of them, and that great cause of the decaying of Trade.

Therefore to preserve and uphold Trade, I humbly offer unto his Majesty's consideration, and His Honorable Council, that all Merchants and Tradesmen within the Three Kingdoms may be restrained from purchasing Land above the yearly value in Rent of pounds.

This being effected, and the Fishing-Trade carried on, will within few years make the greatest Bank of Mony, and the greatest Trade in the three Kingdoms, to be equal, if not greater, than any Trade or Bank of Mony in the world.

For hereby great and vast sums of mony, which are now consumed in continual Purchases, will be expended onely in and about Trade and Traffick in general; and the best security for this Mony will be a setled Bank, which all will of necessity use.

Having not read any of those Books which are in Print concerning the Fishing-Trade, but referring to several Books that I heard of, and not knowing the number of Busses allotted or appointed to be bought or built, neither how they shall be disposed of as to their Ports or Harbours; therefore I make bold to offer my judgment.

That a certain number of Busses be bought or built, as also Dogger-Boats; the number of Busses to consist of 1000 or 1500, or thereabouts; for that some years 15000 may as soon catch their Lading as 500, and therefore more considerable as to the charges of the three Kingdoms; for a small number of Busses will not do the work.

The Dogger-Boats which Fish onely for Ling and Cod, would consist of 400, or thereabouts.

These Busses and Dogger-Boats being fitted for Sea to proceed in their Fishing, that then they be sent or appointed to several Ports or Harbours of the three Kingdoms, that lie most convenient for the Fishing.

And

And that the Counties or Shires that theſe Ports do belong to, be enjoyned to keep the ſame number of Buſſes and Boats perpetually, well Rigged and Furniſhed to Sea for the Fiſhing, as was delivered to them.

And if by reaſon that thoſe Counties, which have the moſt and beſt Harbours, and that lie moſt convenient for the Fiſhing Trade, will bear the greateſt burden, by reaſon the greateſt number of Buſſes will be ſent to theſe Ports.

Then thirdly, I humbly offer, that the Undertakers of the ſaid Counties have allowance out of the main Stock or Bank of Mony, proportionable to their Charges.

And I do further humbly offer unto conſideration, that there be a Corporation made of all the Adventurers for the Fiſhing-Trade, and that Merchants and Tradeſmen be admitted into this Corporation.

And that this Corporation be armed with large Privileges, and ample Immunities, for the Tranſportation of the ſaid Fiſh.

I might have alſo told you of the Pilcher-Fiſhing, and for Ling and Cod on the Weſt and North-Weſt of *England*, and that great Pilcher-Fiſhing, and Fiſhing for Cod on the Weſt Coaſt of *Ireland*, frequented by thoſe of *Biſcay*, *Galicia*, and *Portugal*; but they are ſo well known that I forbear to mention them.

The Iſlands that belong to *Scotland*, and lie on the North, North-Weſt, and Weſt of *Scotland*, which are uſeful for the Fiſhing-Trade, are in number 94.

And whereas it is credibly reported, that above 220 Fiſher-Towns are decayed and reduced to extream poverty, for want of favour, ſuccour, and protection: On the contrary, by diligent endeavouring to make uſe of ſo great a bleſſing, as is offered unto us by the Seas, we might in a ſhort time repair thoſe decayed Towns, and add both Honor, Strength, and Riches to our King and Country.

The Premiſes being taken into ſerious conſideration, it maketh much to the ignominy and ſhame of our Nation, that God and Nature offering us ſo great a Treaſure, even at our own doors, we do notwithſtanding neglect the benefit thereof.

THE CONCLUSION.

AND to conclude, such is the clear and indubitable right of our Soveraign Lord the King to the Superiority of the *British* Seas, that no man can produce clearer evidence for any part of his Estate: And as those Seas, under God, are the principal means of our Wealth and Safety; so it doth much concern all his true Subjects, who are bound by the Law of Grace and Nature, with heart and hand, to preserve and maintain the same with the hazard of their Lives, Goods, and Fortunes.

FINIS.